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SHERRY.

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Wine, Green Seal Capsule ... \$10.80C. MANZANILLA PALE
NATURAL SHERRY, White
Capsule ... 12.00CC. SUPERIOR OLD DRY,
PALE NATURAL SHERRY,
Red Seal Capsule ... 12.00D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule ... 14.40E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest
Quality (Old Bottled) ... 20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. GEO. G. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents:—

Per Case of 12 doz.

LIGHT DRY ... \$17.00
SOLEIRA ... 25.00
VERY PALE DRY ... 25.00
FULL GOLDEN ... 30.00
PALE DRY NUTTY ... 32.00
FINE OLD BROWN ... 42.00

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

On the 8th October, at Ian Mor (West), the wife of JOHN A. JURY, of a son.

On the 21st September, at Tientsin, the wife of Lieutenant V. G. W. KELL, South Staffordshire Regiment, of a son.

On the 3rd October, at the General Hospital, Shanghai, WILLIAM ANTHONY SIMMONS, of West Norwood, London, late of Hall and Holt, Ltd., aged 30 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th October, 1901.

On the 10th January this year a schoolmaster, by name YEUNG KU WAN, was shot in his school-room on the first floor of 52, Gage Street, in this Colony. The assassin, after firing four shots from a revolver at his victim, got away unseen, and escaping the vigilance of the police fled to the mainland. A reward of \$500 was immediately offered to any person giving evidence leading to the conviction of the murderer, but without apparent avail. The investigations of the police, which were of course carried on with the greatest possible secrecy, elicited the fact that the murderer was not the only man implicated, and that the crime was of a political nature. YEUNG KU WAN, through a British subject, was patriotically interested in the future of China, and his connection with the Reform party was well known. It will be remembered that just after the commission of the murder a correspondent wrote to us from Canton, calling attention to a proclamation issued by H. E. TAYLOR, then Acting Viceroy of the Kwang provinces, in which a handsome reward was offered for YEUNG KU WAN, alive or dead. The statement created some sensation at the time in the Colony, although no doubt the authorities were previously well acquainted with the facts of the case. The attitude of the local Chinese themselves was shown in the reluctance manifested by them to allow their names to be connected with the fund raised for the benefit of YEUNG KU WAN and family, subscriptions to which were forwarded to this office. Certain Chinese did not hesitate to say that they dared not give money, the deceased being an enemy of the Chinese Imperial Government. YEUNG KU WAN, nevertheless, was very largely attended, and the sympathy expressed was very wide. Since then the affair has sunk out of public notice, though it was surmised that the British Government was not altogether inactive in the matter. No tangible results have followed, however, until about the

beginning of the present month. Now a correspondent writes to us from Canton, informing us that the man who actually fired the shots at the unfortunate schoolmaster has been executed; the precise date of execution is not given. Before the infliction of the death penalty, the Chinese officials addressed the man, saying: "You know what you have done." The wretch's dying words were: "For obeying your commands you take my life. I cannot die with my eyes shut." The murderer, our correspondent states, was anxious to be delivered over to the British Government for punishment, but was unable to have his desire gratified. The writer adds other details, the publication of which may be inadvisable at the moment, and furnishes a list of officials whom he charges with complicity in the crime. We may mention, however, that some of them are of very high rank. We said in January, at the time of the crime, that if the complicity in the outrage of the Acting Viceroy TAYLOR was established, he was unfit for the office he held. He is no longer in so exalted a station, but this furnishes no reason for his immunity from punishment if he had anything to do with the affair—as in view of his proclamation he can hardly be held not to have done. We are unable to say whether the home authorities have taken any steps in the matter, but the grossness of the offence against British territorial rights most certainly demands that it shall by no means be passed over.

In the death of ABDULRAHMAN, Ameer of Afghanistan, as recorded in another column, there has passed away one of the chief guarantees of peace in Central Asia. The late ruler of the Afghans was in every way a remarkable man. Born in 1850, he did not become particularly prominent until 1864, when he fought on the side of his father AZUL KHAN against his uncle, the Ameer SHIRAZI. He distinguished himself as a general and was responsible for several remarkable victories. He became Governor of Balkh, where his rule was marked by great moderation. However, SHIRAZI's son, YAKUB KHAN, proved too strong for him, and after suffering two great defeats ABDULRAHMAN fled from Afghanistan and ultimately into Russian territory, where he was allowed by General KAUFMANN to reside at Samarcand on an annual pension of 25,000 roubles. In 1879 he returned to the neighbourhood of Kabul, and in July, 1880, got himself chosen by the leading men of Kabul as the Ameer of Afghanistan, in which post the Indian Government recognised him. He has been in receipt of a yearly subsidy from the Government, and to his strong rule has been due the maintenance of his kingdom's stability during several dangerous periods—a fact which has amply repaid British liberality. The government of Afghanistan has been rendered peculiarly difficult by the constant encroachments of Russia in the direction of the frontier of that country. ABDULRAHMAN has had the strength of mind to resist Russian temptations, which, it is well known, have not been wanting. He has been considered a good friend of Great Britain, and even if his attitude has been dictated mainly by policy, yet his political shrewdness alone entitles him to the title of a great ruler. What will follow on his death it is impossible to say. The change from so wise a monarch to any other in itself promises little good. It may be found that there is a worthy successor to ABDULRAHMAN, but this still remains to be seen, and in the meantime feelings of extreme anxiety cannot be suppressed.

The U.S. transport Nantuxan left yesterday for Manila.

Mr. J. H. Kemp, Acting Police Magistrate being indisposed, there was no session in the Small Court yesterday.

The Commission which has been appointed to inquire into the education question, as far as it affects Europeans in Hongkong, will hold its first sitting at St. Paul's College this morning.

Major Everitt, Royal Welsh Fusiliers, will command the Legation Guard, consisting of the Peking detachments of Royal Garrison Artillery and Royal Welsh Fusiliers, and all departmental details attached thereto.

A correspondent writes to us, asking: When is house No. 30, Cochrane Street, going to be pulled down, and the balance of the debris of Nos. 32 and 34 to be removed? Why do not the authorities compel the landlords of those houses to have the work done at once? Judging from appearances, it will be another decade before the street becomes a fit thoroughfare.

It will be learned with surprise and regret by many in the Colony that the Rev. R. F. Cobbold, M.A., the chaplain of St. John's Cathedral, has communicated to the Church Body his resignation. Mr. Cobbold is at present in England on a holiday and is due back here in November next, but has asked to be released on his return. Mr. Cobbold has been most successful in his work at the Cathedral, is an eloquent scholarly preacher, is much in sympathy with the musical portion of the service, and is most popular in all social circles. He will be much missed and it will be no easy task to find so painstaking and able a successor.

The French gunboat *Olivier*, which is being sent up the Yangtze to Chungking, was halted in Shanghai. She is an eleven-knot boat.

The section of the Manchurian Railway between Port Arthur and Kai-yuen was opened to traffic in the beginning of the 8th month of the Russian calendar.

According to the Union, the U.S.S. *Monadnock* left in such a hurry for Canton on the 30th ult. that eleven of her crew were left behind. Her commander wished to take advantage of the big tide.

There will be a parade of the Volunteer Corps at Headquarters on Saturday next at 5 p.m., for the purpose of bidding good-bye to the Commandant, Sir J. W. Carrington, C.M.G., on his vacating the command. We believe that a presentation is to be made.

A Ningpo letter to a Shanghai native paper states that the French Consul there has gone to Yungkiang, to the Northern Roman Catholic Cathedral, which he has appointed as the place of sitting for his court. He has hoisted his flag and has issued proclamations. Over thirty persons have come into Ningpo with suits which they wish the Consul to try. It is said that at the conclusion of these trials, the Consul will visit all other places in the province, and personally investigate all lawcases in which converts are parties.

The Shanghai mandarin received last week despatches dated about six weeks earlier from Kweiin, the capital of Kwangsi province, reporting the passage through that province of a large body of Annamese (so-called) "navies," led by a proportionate number of Frenchmen, en route for Yunnan "to construct the railway." "There are," continues one despatch, "grave reasons for thinking that the strangers are not what they apparently seem, and the provincial authorities can only keep a sharp look out while obeying instructions sent by the Chinese Plenipotentiaries at Peking." This confirms what we have already heard from the South.

A Taitai's proclamation has been recently put up in Shanghai stating that he had received a despatch from the Russian Consul-General complaining that in the interior there were certain Chinese selling a sort of paper to the inhabitants purporting to be "the certificate of Russian graduated student" with the declaration that the purchaser would be fully protected whenever troubles arose in China. As their object is simply to mislead the people and to obtain money thereby by fraud the Taitai warns the people under his jurisdiction not to purchase such false documents or they are liable to land themselves in trouble, and adds that any one who shall be able to arrest guilty parties will be suitably rewarded.

Speaking in reply to deputations of Outlanders at Capetown on Monday, says the *Outlook* of the 7th ult., Lord Milner deprecated any contrast being drawn between the condition of the British refugees and that of the Boers' camps. He declared his object to be to administer the relief funds so that they might last out the calls upon them, and also to prevent people relying upon the relief. Lord Milner is very careful of the self-respect of these unfortunate British subjects, but the comparison between them and the protected Boer families is a very painful one. Naturally the question is mixed up with the possibility of an early return of the refugees, and Lord Milner has to carefully consider his words and acts in that light. A good step, if truly reported, would be the removal of the Boer families to the coast, where food and all necessities are more readily available.

In order to strengthen his ground for demanding the evacuation of Chinese territory by German troops in Shantung, says the *N. Y. Daily News*, Governor Yuan Shikai has asked for and received reinforcements from Kiangyin, in the shape of the Tse-chiang Brigade of 5,000 men of all arms, i.e., infantry, cavalry, artillery, engineers, sappers, and miners, organised and drilled after the most approved German methods. These troops, according to a Yangchow despatch, passed through that city on the 30th ultimo and started immediately by Grand Canal boats for Chiching, Shantung, where the Brigade is to remain for the moment. In addition to the above corps, a Nanking correspondent further states that about 4,000 more semi-foreign-drilled Hunanese troops have been selected to reinforce Governor Yuan's troops in Shantung, but that "they will not cross into Shantung territory until the exigencies of the time demand it." It would appear that the Chinese authorities consider the result of the Shantung crisis as the criterion of similar crises elsewhere, viz., a *vis-à-vis* other Powers.

The police are at present investigating an incident which occurred on Saturday, and which had a fatal termination. At seven o'clock on that morning, whilst a number of coolies, were working on Conduit Road, at the top of Castle Road, a water buffalo came rushing down the road. The animal was evidently infuriated, and the coolies scrambled out of the way. One, however, aged 22, was knocked down and gored, the bull immediately afterwards disappearing down the road. The injured coolie was tended by his fellow-workmen, who subsequently tried to get him off in a launch to his friends at Yaumati. The launch, people, however, who were natives, refused to allow him to be taken on board, as they thought the case one of infectious disease. He was taken back to the Conduit Road, and died there the same night. The body was afterwards placed in the roadway, where an Indian constable found it and had it removed to the Central Police Station, and thence to the public mortuary. The police are now endeavouring to trace the owner or owners of the buffalo, which has not since been seen or heard of.

The Russian fleet was expected at Nagasaki last week from Vladivostok en route for Port Arthur, and will probably stay a week at that port.

At the town of Tringganu in Siamese Malaya, a fire consumed 120 houses on the 8th ult. The damage done is estimated at \$120,000. The Sultan was in Bangkok at the time.

Sherlock Holmes having been brought back to life, it is time to say farewell to Dr. Nikola. At any rate, this is evidently what Mr. Guy Boothby thinks, for he entitles his new book *Farewell, Nikola!* Messrs. W. Brower & Co. send us a copy of this work, which we hope to notice shortly.

The cruiser *Bedford*, now building by the Fairfield Company, has been long in hand, being in this respect no exception to the long list of delayed armoured ships. She is a sister to the recently launched *Essex*, and is designed to checkmate the foreign commerce-destroyers of Germany, France, or Russia. She will be powerfully armed with fourteen 6-inch quick-firers and eight 12-pounders, and is intended to have a maximum speed of 23 knots.

Good progress has been made with the breakwater and defence works at Portland, home service papers report, but it is not expected that the former will be completed by the contract time, which expires in about a year. The breakwater is well above water-level, and at low water the magnitude of the work accomplished can be seen. Important alterations in general defences of the island are in contemplation, and it is stated a large sum is to be expended on the development of the coaling facilities. Earl Roberts will visit Portland shortly, and will make a general inspection of the defences.

One Cassentyne, says the *Bangkok Times*, lately employed by the Spirit and Opium Farmer, was arrested by Chief Inspector Hearn and looked up in the British Consulate guard on a charge of misappropriation of \$12,000 in Negri Sembilan several years ago. The accused has been employed in Bangkok for the past four years. He was known in the Straits as Rebero, and it is alleged that he was sent to Singapore with \$8,000 for the purpose of bringing up coolies, and that in reply to his request the employers sent a further sum of \$4,000. The accused, however, it is alleged, was never seen again by his employers, nor was any account of the money rendered.

We have received from the office of the Financial Adviser and Comptroller-General, Bangkok, a copy of the report upon the budget of Siam for the year 1901-2, translated and printed by order of H. R. H. Prince Krom Mun Mahira Marutha, Minister of Finance. The conclusion of the report says: "It will easily be seen that the Government is in a remarkably strong financial position. The revenues are showing themselves to be elastic, and they are being rapidly got under better control. The expenditure, also, is being more and more devoted to improvements in the administration of the Government, with a view to the safety, convenience, and happiness of the people, while the audit and control of the disbursements by the Financial Department is becoming real and effective." This is the first authoritative report on Siam's finances, which has ever been issued.

A writer in the *Temps* of Paris says that in 1898, during the insurrection in Milan, he saw an English special correspondent put over the frontier for sending to his paper a fictitious list of killed and wounded, the names being taken from a directory. On another occasion he arrived about midnight in company with an English correspondent at Belgrade. They stayed at the same hotel, occupying adjoining rooms. The next morning, at seven o'clock, he looked up his English confrere, and found him ready to start out. There was an empty whisky flask with seven empty soda-water bottles on the table. The French journalist asked, "Have you drunk all that this morning?" "No," was the reply. "I drank that during the night while working. I remembered that the Orient express would pass in the morning, and I have been working all night. I have finished my article." "Your article? And what is it about?" "Serbia" was the reply.

The *Daily Mail's* Dover correspondent telegraphs:—"The visit of the Dover deputation to the Kaiser with the object of inducing his Majesty to interest himself in the proposal to make that harbour a port of call for the Hamburg-American and the North-German Lloyd liners, has been most successful, and arising out of the visit the former company has already sent an agent to Dover to obtain the necessary information. Prior to the departure of the deputation from Berlin the Kaiser presented Sir William Crundall, the deputy-chairman of the Harbour Board, with a signed photograph of himself. The presentation was made through the Foreign Minister." Berlin advises state that the Hamburg-American Steamship Company's steamers will not begin to call at Dover before January at the earliest. The idea is to have Dover replace Southampton as a place of call for the Atlantic liners.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR OCTOBER.

The following scores were returned:—

CAPTAIN'S CUP.

Commander Blackburn, R.N.	25	—	80
Mr. J. H. T. McMurtrie	20	—	82
Mr. C. M. G. Burnie	23	—	81
Major King, R.A.	25	—	84
Mr. E. J. Grist	22	—	87
Mr. R. L. Richardson	104	—	87

14 entries.

POOL.

Mr. J. H. T. McMurtrie	80	+ 2	82 1/2
Mr. C. M. G. Burnie	93	—	82 1/2
Mr. E. J. Grist	92	—	87
Mr. C. Palmer	96	—	87
Mr. R. L. Richardson	104	—	87

11 entries.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

LONDON, 7th October, 7.40 p.m.

EMPEROR ASSERTING HIMSELF.

The *Lokalanzeiger* publishes letters from the Emperor Kwang Hsu to Prince Chun, in one of which the Emperor states that it is his intention to hold a review at Woosung next spring.

THE WAR IN SOUTH AFRICA.

LONDON, 7th October, 7.40 p.m.

TOTAL BRITISH LOSSES IN SOUTH AFRICA.

The official list states the total British casualties from the commencement of the war in South Africa to have been 75,562. The great majority were invalided home, where they recovered and rejoined the ranks, making the total reduction of the British forces 22,898.

PROTRACTED WARFARE AND GOVERNMENT INDIFFERENCE.

The *Times* complains of the apparent indifference of most of the conspicuous Ministerialist politicians to the prolongation of the struggle.

GENERAL NEWS.

LONDON, 7th October, 7.40 p.m.

DEATH OF THE AMEER.

The Ameer of Afghanistan is dead.

REUTER'S SERVICE.

LONDON, 5th October.

RECOVERY OF KING EDWARD.

King Edward has practically recovered from his recent attack of lumbago.

THE MANNING OF MAIL STEAMERS.

The Senate of the Australian Commonwealth has ratified the House of Representatives' amendment to the Postal Bill prohibiting the employment of coloured labour in mail steamers.

SOUTH AFRICA—IMPORTANT CAPTURES.

Commandant Pretorius has been killed, and several notable Boer commandants captured.

LONDON, 6th October.

KRITZINGER ATTEMPTS ANOTHER INVASION OF CAPE COLONY.

Commandant Kritzinger has made three desperate attempts to cross the Orange River into Cape Colony, each time being repulsed with loss.

TOTAL BRITISH CASUALTIES DURING WAR.

Official returns state the total British casualties during the war at 75,562, of whom 53,273 have recovered and rejoined the fighting line.

THE ATTACK ON COLONEL KEKEWICH.

The British casualties in the recent Boer attack on Colonel Kekewich's camp are now stated at 55 killed and 138 wounded.

THE KWANGTUNG REBELS.

ELEVEN REBEADED.

As we reported in our issue of Monday, the Triad rebels in Kwangtung province, after sacking and burning one of the German Basel Mission out-stations at Shai-ma, were concentrating in the vicinity of Kiating-chow, which town it was anticipated they would make their next objective. Owing to the scarcity of news from the disturbed area, our knowledge of the trend of events stopped at that unsatisfactory stage until yesterday afternoon, when the German Basel Mission in Bonham Road received another letter from Mr. Schultz, one of their missionaries, containing news of a decidedly hopeful character.

When it became certain that the rebels intended to attack Kiating-chow, Mr. Schultz, who had all along faithfully stuck to his post, removed to an out-station on the farther side of the town to await developments. The mission station at Kiating-chow is about one English mile from the town proper, and would probably have been the first place to be attacked. With Mr. Schultz were two other missionaries, Messrs. Knutler and Baminger, from out-stations, who intended making a reconnoitring tour toward Ping-thong with the object of ascertaining the exact nature of the damage perpetrated there by the rebels.

From Mr. Schultz's letter, which is dated 2nd October, it now appears that the rebels, who were in force, were met on the 1st inst. by Imperial soldiers from Chowchow-fu about forty Chinese (roughly twelve English miles) from Kiating-chow. After a sharp fight the rebels were defeated, and had twenty-two of their number captured. The rebels then retired, and the prisoners were taken to Kiating-chow, where eleven of the number were beheaded a few hours later.

The rebels are now in full flight towards the north-eastern part of Kwangtung province, and are supposed to be making for Ping-yan, a hilly country, where they probably anticipate throwing off the soldiers, who are following them up. Mr. Schultz, Mr. Knutler, and Mr. Baminger have returned to the mission station at Kiating-chow.

NORTHERN NOTES.

The following items are from the P. & T. Press of the 28th ult.:

The Tientsin Hotel, accompanied by his family and staff, went to Peking with Gen. Mei on Wednesday.

The King of Italy's birthday was celebrated in the "Italian Settlement" by the Chinese hanging out flags and lanterns. The King's house in Peking having been destroyed during the siege, he has just bought another property valued at 1,100,000.

Reports in some quarters state Viceroy Chang will be made a member of the Grand Council, and his place may be taken by Sheng Tsai.

Two out of the three Chinese camps on the North side of Tientsin City have been demolished and the other is in process of destruction. The Board of Punishment is said to be very energetically executing its task, every day seeing a batch of them despatched to the execution ground.

The *Chia Pao* states the Chinese officials are preparing to take over Tientsin City in the ninth month. We congratulate the *Chia Pao* on its accurate knowledge.

The Chinese troops now in Peking are said to be well disciplined, and sentries are being posted, a hitherto untried experiment in Chinese military camps.

A very brilliant meteor was observed on the night of the 20th instant, travelling from S.E. to N.W. It is stated by some residents to have been of a bright red, and remarkably large and brilliant.

An edict has been issued, ordering the gates of Peking through which the Imperial cortege will pass to be decorated with red and blue silk, as a sign of the Emperor's marriage.

We are glad to hear that the Government is now being tried at Tientsin Station, by which Manchoukows are being substituted for Chinese as coolies, and the headmen have given a guarantee that there will be no robbery or trouble.

The *Je Jo* states it has received a letter from Peking to the effect that the Foreign Ministers have asked Sir Robert Hart to devote a certain amount of the money laid unclaimed in his office at the time of the siege to dredging the Grand Canal.

The high officials of the Six Boards are uncommunicative to have their offices within the Palace so that after their audiences with the Throne they can return to their offices and the transaction of their business more conveniently. It is probable that the officials would also feel a trifle more secure within the sacred precincts of the Palace.

Private advices from Peking contradict all the statements concerning the work being done at the Palace, and were assured that nothing has so far been done. The work of repairing the Palace, according to Chinese, has been pushed on rapidly, and as seen from the front gate, the walls of the buildings look very smart once more.

A letter has been received here from Mr. Trudinger of the C. I. M. who reached Hsin-fu safely on August 12th, where he is going to his work quite as usual, the presence of the Court in no way making any difference.

Eight of the C. I. M. missionaries are now working in the province of Shensi, but Dr. Edwards, who was reported to be in Hsin-fu with Dr. Cressy Smith and Major Pereira, is still in Taiyuen-fu. Mr. D. E. Hoste of the C. I. M., who recently passed through here, expressed the opinion that no further trouble would occur in Shensi for some years.

We are glad to see the following promotions published in G. O. C. 71, dated 8th August, 1901:—Capt. J. G. Major, 10th July, 1891; A. B. Dick, 2nd Punjab Cavalry, E. M. Edwards, D.S.O., 3rd Bombay Cavalry, A. W. S. Wingate, 14th Bengal Lancers, J. C. W. Erok, 2nd Madras Infantry, W. A. Oswald, 6th Burma Battalion, E. C. Byall, 14th Gurkhas, A. W. Cripps, Supply and Transport Corps, C. M. Crawford, 25th Gurkhas, P. W. Drake, Breckman, 5th Bengal Infantry, A. W. Leonard, 5th Infantry Hyderabad Contingent, P. W. Phillips, 15th Gurkhas, T. J. W. Norman, 11th Bengal Lancers, G. B. Sanford, 14th Gurkhas, F. L. Swift, 4th Punjab Infantry, E. J. O. Eastwood, 3rd Bombay Infantry, H. B. Hopwood, 3rd Bombay Cavalry, T. L. Leeds, 4th Punjab Infantry, W. L. Cotton, 5th Infantry Hyderabad Contingent, L. M. P. Deas, 19th Bombay Infantry.

POLICE COURT.

Tuesday, 8th October.

BEFORE MR. HAZELAND.

HIGH-BONDED GAMBLES.

Twelve men all belonging to the better class of Chinese society were brought up for indulging in a game of chance.

The first two defendants, being the keepers of the gaming house, were fined \$100 for two months' hard labour each, and the remainder \$10 each or one month. The money found by the police on the table was confiscated.

THEFT OF SUGAR.

Police Sergeant McHardy brought up two men whom he had caught in a boat with two large baskets of sugar, supposed to have been stolen.

The owner of boat No. 3395 gave evidence as to defendants having engaged him at Kennedy Town and placed the two baskets of sugar in the boat, which they then entered. The men were apparently in a hurry, and told him to row them to Jardine's Wharf.

The complainant, Tsim Wan Kwai, testified that the sugar was his, stolen from the Wo On Godown in Kennedy Town. The value of it was \$400.

Defendants claimed not to have stolen the sugar; they were asked by a friend employed at the godown to carry it to the boat.

Each man was sentenced to two months' hard labour.

The boatman was then charged with receiving stolen property.

Defendant denied having stolen the sugar to be stolen.

His Worship said he was satisfied that defendant was only known by the sugar to have been stolen, but that he was in league with the thieves, and sentenced him to two months' hard labour.

DRUNK AND INCAPABLE.

Charles Peterson, a German seaman on the s.s. *Tai Cheng*, was charged by P.O. Hill with being drunk and incapable on Queen's Road Central on the evening of the 7th inst. Defendant admitted having been in that state, and was let off with a \$20 fine.

CRUELTY TO PIGS.

Lam Ming Han, a cargo-junk owner, was charged with carrying a cargo of pigs and tying the latter in such a manner as to cause them unnecessary and avoidable pain.

Lam Ming Han said he did not think the pigs suffered much. As he was in a position to "judge" the exact amount of suffering the animals were in, he was ordered to pay a fine of \$100 to the Government.

Armando Alvarez, a Spaniard, was charged with carrying a cargo of pigs and tying the latter in such a manner as to cause them unnecessary and avoidable pain.

87, W. NEW,
No. 20, Des Vaux Road.
Hongkong, 19th September, 1901. 2383

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T. F. DAUBERT, Manager.
Canton, 1st October, 1901. [2493]

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING
will be held (by permission) in the
PAVILION of the HONGKONG GOLF
CLUB, on FRIDAY, the 11th instant, at
5.15 P.M.

F. B. DEACON,
Hon. Secretary.
Hongkong, 8th October, 1901. [2564]

JOHN BROWNILL, DECEASED.
MARY BROWNILL, DECEASED.

NOTICE IS HEREBY GIVEN that
Persons, Firms, or Companies having any
Claims or Claims against the Estate or Estates
of either of the above named deceased persons
must send in the particulars of their respective
Claims on or before the 30th day of NOVEMBER
next to the Administrator and Executor JAMES
ROBERT MUIR, whose address is at the
Office of G. E. WILSON, Solicitor, 36, Queen's
Road Central, Hongkong, after which said date
the said Administrator and Executor will proceed
to wind up and distribute both Estates.
Dated this 8th day of October, 1901. [2563]

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Opposite the Club, J. G. Gump & Co.
Hongkong, 20th March, 1901. [78]

H. F. CARMICHAEL
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TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
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Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [1554]

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Hongkong, 31st August, 1897. [8]

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Hongkong, 1st May, 1901. [1145]

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Hongkong, 3rd January, 1901. [1131]

PUBLIC COMPANIES

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CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
TWENTY-EIGHTH ORDINARY
YEARLY MEETING of the SOCIETY will
be held at its HEAD OFFICE, No. 1, QUEEN'S
BUILDINGS, Hongkong, TO-MORROW
(THURSDAY), the 10th October, 1901, at
NOON, for the purpose of receiving the
Report of the Directors together with State-
ments of Account for the Year 1900 and for
the Half-year ending the 30th June, 1901, and
of declaring Dividends, &c.
The TRANSFER BOOKS of the Society
will be CLOSED from the 30th September to
the 10th October, both days inclusive.
By Order of the Board.

W. J. SAUNDERS,
Secretary.
Hongkong, 20th September, 1901. [2387]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTYTH ORDINARY
GENERAL MEETING of SHARE-
HOLDERS will be held at the OFFICES of
the Undersigned at 12 o'clock (NOON), on
THURSDAY, the 17th instant.
The TRANSFER BOOKS of the Company
will be CLOSED from the 3rd to the 17th
instant, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 26th September, 1901. [2445]

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9, VICTORIA STREET, HONGKONG
(Next to Central Market).
GEO. MOIR, Manager.
Hongkong, 1st August, 1901. [1940]

QUITE A GENTLEMAN.
BY
MRS. L. T. MEADE.

The steam yacht *Penelope* was flying in the
face of a stiff gale, and was pitching and rolling
horribly. A tall man, with a dark face, wrapped
in an inexpressive cloak, managed, however, to
pace up and down the deck. Great waves
splashed overboard and made the place both
cold and slippery. A sailor stopped to talk
with him.

"We're in for dirty weather, sir," said the
man. "The gale will be a hurricane before
long. But she's all right," he added, indicating
the yacht. "She'd live through almost any
weather. But I'm thinking there are some on
board that would be better on land. Well, good
evening to you, sir. I must run aft, there's the
first mate calling me."

The sailor disappeared, and the man, whose
name was John Russell, continued his walk.
Presently a bigger wave than usual dashed
right over the stern, and the spray wetted him
so thoroughly that he was glad to take refuge
in the little lobby outside the music saloon.

Here he was sheltered from the cold, and also
from the fury of the far-famed *Leviathan*. He
stood for a moment to recover breath, and
wiped some of the sea water from his clothes.
A girl struggled up the companion, and greeted
him.

"Is the storm going to get worse, Mr.
Russell?"

"I have just been talking to one of the sail-
ors," he replied. "He says we are in for a bad
night."

Her face turned very white. She pressed
her hand to her side. The vessel gave a lurch,
and she would have fallen backwards had not
Russell stretched out his hand to save her.

"Come and sit here," he said. "You will be
all right here. What is the matter? Are you
a bad sailor?"

"It is not myself. My father is very ill in-
deed. I don't know what to do for him."

"Has he seen the doctor?"

"Oh, yes, Mr. Armistead has been with him
two or three times—he has only just left."

"Well," said Russell after a pause, "no one
dies of sea-sickness, you know."

She did not smile in answer to his common-
place consolation. After a moment, she raised
herself from the seat into which she had sunk,
and staggering against the music saloon door,
said in a voice which she had to raise a little
in order that it should be heard above the raging
of the gale.

"It is worse than you think, and—he is very
miserable."

"What do you mean by that, Miss Oswald?"

"He is dying," she said, and all of a sudden,
to Russell's intense consternation, she burst
into tears.

"Oh, come," he said, "things can't be so bad
as you apprehend. Have you been sitting
with him all the afternoon?"

"Yes, and I am going back again."

"Then no wonder you feel lipped. Those
cabins are beastly when the port-holes are closed.
I tell you what," he continued eagerly, "won't
you let me take your place for a time?"

"Oh, no," she said. "He won't see anyone,
and you least of all."

"Why me least of all? What do you mean?"

She did not answer for a minute. Then she
said slowly.

"But you can help me, although not in the
way you think."

He looked at her attentively. Her face was
not pretty, but it was interesting. She was
quite young too, she had soft lips, and kindly
grey eyes, which had a great deal of expression
in them. They looked hungry and pleading
now.

"I will do anything in my power," said
Russell. He was naturally tender-hearted. He
was sorry for the girl, and wondered if her
father were seriously ill.

"You can do something," she said. "We
got into port to-morrow evening. By then the
storm will be over or at any rate we shall have
got to our desired haven, and if you would leave
the *Penelope* and take the rest of your voyage
in another vessel—"

"Miss Oswald, of all the extraordinary re-
quests! I have paid for my trip. I am very
sorry, but I cannot do what you ask."

"I know you must think it strange," she
said, "and I am surprised at my own audacity
in asking you, still I do most earnestly wish
that you would consider it."

"How can I? It means an absolute money
loss, and then why should I?"

"It would save the life of my father, and I
cannot explain, I only ask if you can possibly
by any means see your way to do it. If you
can't, why it cannot be helped."

A voice called her name from below stairs.

"Yes, Dr. Armistead, yes," she said. She did
not wait even to glance at Russell again, but
turning, flew down the companion, and dis-
appeared into one of the long corridors.

Russell stood where she had left him. The
look of astonishment on his face was so marked
that a fellow passenger coming up said:

"Hallo! Russell, are you falling a victim
to mad love?"

"I have got a shock, but not of the kind you
mean," said Russell. "No," he added, turning
to the bright-faced young fellow who came to
share his seat with him, "the roughest sea
never affects me, at least not in that fashion,
but I suppose no one likes to be knocked and
beaten about. And we are in for a bad time.
By the way, Kent, do you know anything about
the Oswalds?"

"Jennie Oswald," he replied. "Yes I know
her very well. Don't you think she's awfully
nice? I do. Quite a ripping sort of girl."

"She may be, but she's about the coolest.
Well, never mind, old fellow, I've got nothing
to say except that she has just told me that her
father is very ill."

"I am sorry to hear it. He is a queer sort
of fellow. She's devoted to him."

"Yes, the doctor thinks him very bad. By
the way," said Russell after a pause, "would it
be possible, do you think, for me to have a chat
with Dr. Armistead presently?"

"I daresay. You will be sure to find him in
the smoking-room."

Russell made his way to the smoking-room.
He looked round him with some anxiety; the
next moment his face cleared, he crossed the
room, and sat down by Dr. Armistead's side.

The doctor was a very thin, tall man. He
was much weather beaten. He had lived through
many gales, as he was fond of saying, both
mental and physical. He looked as though
nothing could ever disturb his composure.

"Hallo," he said, when he saw Russell. "You
are keeping your sea-legs. We are going to
have a stiff gale to-night."

"The stiff gale is on," replied Russell. "By
the way, how is Oswald?"

Armistead looked at him though he resented a
question with regard to a patient.

"I must speak to you about him," said Rus-
sell. "I have had a most extraordinary com-
munication from his daughter. I think on the
whole I am justified in giving you a confidence.
She says that her father is very ill indeed."

"Poor girl," said Armistead.

"Do you consider him bad—seriously bad, I
mean?"

THE HONGKONG DAILY PRESS, WEDNESDAY, OCTOBER 9th, 1901

QUITE A GENTLEMAN.
BY
MRS. L. T. MEADE.

"He ought not to be, and yet he is. He is a
bad sailor and should not have come on a voyage
of this kind," replied the doctor. "He has a
weak heart, and—but what is the matter? You
are wringing a confidence from me which I
ought not to give."

"Take a confidence from me in exchange,
Miss Oswald says that her father will recover
if I leave the vessel at the next port."

"What is that, sir, says. Now it is a pretty
cool thing to ask a man to give up a trip that
he has paid for, and I am not rich, but there
was something in the hungry way that girl
spoke, and the way she looked at me—oh, of
course I have no idea of doing it, but still I
thought I would question you, that is all."

Dr. Armistead remained quite silent for the
space of a couple of minutes. The vessel gave a
horrid lurch, and a glass of whisky and soda fell
to the ground with a crash. Armistead stooped
to pick up some of the fragments. When he
recovered himself, he said slowly:

"That rather accounts for something which
has puzzled me with regard to Oswald."

"What?"

"I am not prepared to tell you. Miss
Oswald's proposal might certainly relieve the
situation. Do you happen to know Oswald
personally, Russell?"

"Never seen or heard of him until I came on
board. Have scarcely noticed him, just saw a
ship, saw a man seated at one of the
tables—took an interest in his daughter, liked
her face—not that she's pretty, nothing of that
sort."

"And that's about all?" said Armistead.

"Yes, that's about all."

"Well, it's very strange," said Armistead.
"Still your words may have given me a clue.
Have you any reason for asking me what you
did?"

"Oh, I don't mean to go," said Russell.
"All right, old chap. I don't know how you
could be expected to: I'll tell you what I
think of Oswald before we part for the night."

The bugle sounded for dinner, and Russell
rose slowly to his feet. He went down the
companion with some difficulty, reached his
cabin, changed his dress as nonchalantly as
came up to the saloon just as the second bugle
sounded.

He dropped into his seat, and dinner
proceeded as best it could. It had scarcely
come to an end before Armistead put in an
appearance. As the table was nearly empty, he
did not take his usual seat, but dropped into
one close to Russell. He spoke in a low tone.

"The case is pretty bad as far as Oswald is
concerned. What Miss Oswald suggested is a
way out of things. She spoke to me about it.
We arrive at Beyrout to-morrow, sometime in
the afternoon. We pass Cyprus before mid-
night. The Captain thinks that the gale will
be a little quieter after that, but it is impossible
to say."

"I care nothing about the gale—what about
Oswald?" interrupted Russell.

"Well it seems a way out."

"What seems a way out?"

"What Miss Oswald proposed. She says
that as far as the money loss goes, she is
prepared—"

"Oh, stop that, old chap," said Russell.
"She wants me seriously to go? Do you
think she is quite right in her head?"

"She is quite right, yes, quite. You will
think of it?"

"Do you want me to go?"

"I would rather Oswald did not die."

"What has my remaining on board the
Penelope to do with his living or dying?"

"It seems to have a great deal. I cannot
enlighten you. It would be a way out. I wish
you would do it."

"I will let you know in the morning," said
Russell.

The gale grew worse, the vessel plunged and
dipped, her bows were constantly out of the
water, her crew made a horrid noise as it
twirled round in the empty air. The motion
was of every sort and description—from east to
west, from north to south. Most of the passen-
gers were ill. Those who were not ill were
frightened—at least the women were. The
travelling woman on board heaved about un-
dressing at night.

As to Russell, he knew no fear. Soon after
eleven o'clock he retired to his bunk.

"The tossing about is decidedly unpleasant,"
he said to himself. "But when I lie down, I
shall drop asleep in no time, and we'll hope that
the gale will be abated by the morning."

He flung himself into his berth, caught tight
hold of a small rail in order to keep himself
steady, and had just visited the land of dreams
when he was awakened by someone bonding
over him and shaking him violently.

"Have we struck a rock: is anything the
matter?" was his first remark.

"There is the most awful tempest that ever
was heard of," said the voice of Dr. Armistead.

"Wake up, man, there is not a soul on board
who is thinking of sleep. The Captain says
there is no fear, but I can see he is disturbed.
Anyhow he has not gone to bed, and God only
knows when we shall reach Beyrout. In the
meantime—"

"Yes, what?"

"Oswald is about as bad as he can be."

"I should think so with this beastly sea. I
can scarcely hear you speak," said Russell. He
sat up discommodately in his berth. "Why did
you wake me?" he said. "I should have for-
gotten all about it if I had had my sleep out."

"You can turn to again in a moment. I
wakened you by Miss Oswald's request."

"Has that come to the fore again?"

"It has. Will you go and speak to her?"

"She is in the dining saloon."

"Do you mean it, Armistead?"

"Yes, I mean it."

"All right, I'll follow you."

(To be continued.)

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&c., &c. Stock always on Hand.
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Note.—We beg to announce that we also
Buy all kinds of Curios at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1811]

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Storage in their Godowns, situated on
PRAYA EAST (late McGregor Barracks).
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Pier lately constructed in front of these
Godowns.

Terms Moderate.
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GODOWNMAN ON PREMISES,
or to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 10th

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OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	Due
GLASGOW and LIVERPOOL	ESTOR	On 10th October.
GLASGOW and LIVERPOOL	LAETES	On 12th October.
GLASGOW and LIVERPOOL	DARDANUS	On 17th October.
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GLASGOW and LIVERPOOL	PRONETHEUS	On 28th October.
GLASGOW and LIVERPOOL	ACHILLES	On 6th November.

FOR	HOMEWARDS	TO SAIL
LONDON	PIREHUS	On 15th October.
LONDON	CAICHAS	On 29th October.
LONDON	NESTOR	On 12th November.
LIVERPOOL DIRECT	MAOHAON	On 20th November.
(Taking Cargo at London Rates)	ULYSSES	On 14th October.
LIVERPOOL DIRECT	DARDANUS	On 15th November.
(Taking Cargo at London Rates)		

The S.S. "NESTOR," from GLASGOW and LIVERPOOL, left Singapore on the 5th inst., a.m., and is expected here on the 10th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.
Hongkong, 7th October, 1901. [15]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ILOILO & CEBU	"KAIFONG"	On 11th October.
MANILA	"CHINGTU"	On 12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	"CHINGTU"	On 12th October.
SHANGHAI	"FOOCHOW"	On 12th October.
CHIEFOO & NEWCHUANG	"CHINKIANG"	On 12th October.
SHANGHAI	"WHAMPOA"	On 14th October.
TIENSIN	"PAKHOI"	On 19th October.

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For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 28th September, 1901. [16]

THE OSABA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 13th inst.

For Freight or Passage, apply to
THE MITSUI BUREAU KAISHA,
Agents.
Hongkong, 7th October, 1901. [12]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

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will be despatched for Portland (Or.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to
ALAN CAMERON,
General Agent.
Hongkong, 25th September, 1901. [243]

THE OSABA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 16th inst.

For Freight or Passage, apply to
THE MITSUI BUREAU KAISHA,
Agents.
Hongkong, 3rd October, 1901. [18]

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THE Company's Steamship

"TRIESTE,"

Captain A. Mills, will be despatched as above on THURSDAY, the 17th inst.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 30th September, 1901. [6]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

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PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" ... On 29th October.

"KURDISTAN" ... On 5th November.

"LENNOX" ... On 20th November.

"RICHMOND CASTLE," End of November.

"ORONSAY" ...

"HILLGLEN" ...

"LOWTHER CASTLE" ...

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 4th October, 1901. [173]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. E. Bennett, will be despatched for the above port on the 16th October, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 24th September, 1901. [242]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"

Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd September, 1901. [2413]

VESSELS ON THE BERTH

U. S. MAIL LINES.

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VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 19th October, at DAYLIGHT
"DORIC"	TUESDAY, 29th October, at NOON
"PBRU"	TUESDAY, 12th November, at NOON
"COPTIC"	WEDNESDAY, 20th November, at NOON
"CITY OF PEKING"	SATURDAY, 7th December, at NOON
"GAELIC"	SATURDAY, 14th December, at NOON

THE P. M. S.S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at DAYLIGHT, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies; Queen's Building.

GEO. ECKLEY, ACTING AGENT.
Hongkong, 8th October, 1901. [3-4]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 21st October, 1901, at 1 P.M., the Company's Steamship

"LAOS," Captain Riquier, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLE via ports of call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 20th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, 9th October, 1901. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND, and taking through Cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above ports on THURSDAY, the 24th inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th October, 1901. [2546]

FOR NEW YORK.

THE 33 A. II American Ship

"MANUEL LLAGUNA,"

will load during October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1901. [175]

FOR NEW YORK.

THE 33 L.I. American ship

"STATE OF MAINE,"

Captain Colcord, will be ready to load on the 11th November for the above port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 21st September, 1901. [2396]

NOTICES TO CONSIGNEES

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG,"

Captain Zurborn, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, 4th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 4th October, 1901. [2544]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

OF THE NORDDEUTSCHE LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 8th inst., at 11 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwriter.

NORDEUTSCHE LLOYD, MELCHERS & CO., Agents.
Hongkong, 3rd October, 1901. [9]

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Douro*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before NOON, TO-DAY, the 7th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after MONDAY, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst., or the packages will be examined on MONDAY, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, 7th October, 1901. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamer

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted-out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, 7th October, 1901. [1]

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th inst., will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.
Hongkong, 7th October, 1901. [7]

PRINTING OF ALL KINDS at the most moderate prices at

THE "DAILY PRESS" OFFICE.

All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

Hongkong, 21st September, 1901. [2396]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
ALBANY, British ship, Brownell—Order.
CELESTE BURELL, British ship, Jeffry—Order.
HELEN A. WYMAN, American ship, Vanhon—Arnschold, Karberg & Co.
STATE OF MAINE, American ship, Colcord—Standard Oil Co.
W. H. CONNER, American ship, Colcord—Standard Oil Co.

HONGKONG.

Anping Maru, Jap. str., 1,033, Atsami, Oct. 6.
Mitsui Bussan Kaisha
Bala Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese
Bamburg, German str., 2,659, Burbonson, Oct. 3.
Hamburg-Amerika Line
Bormida, Italian steamer, 1,490, Costa, Oct. 5.
Carlowitz & Co.
Cebu, Amr. str., 618, Inachusgarri, Sept. 29.
Brandao & Co.
Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8.
Japanese
Chingta, British str., 2,260, Londbergh, Oct. 5.
Butterfield & Swire
Chunwang, British str., 1,419, Muir, Sept. 24.
Jardine, Matheson & Co.
Daphne, German str., 1,290, Schipper, Oct. 2.
Siemsson & Co.
Elcano, American str., 510, Altonaze, Sept. 3.
Brandao & Co.
Empress of China, Brit. str., 3,003, Archibald, Oct. 1, C. P. R. Co.
Flanrida, German str., 1,286, Eichbaum, Oct. 7.
Siemsson & Co.
Footscay, British str., 1,252, Smale, Oct. 7.
Butterfield & Swire
Italian, French str., 377, Andersen, Oct. 7.
A. R. Marty
Hailong, British str., 783, Bathurst, Oct. 5.
Douglas Lapraik & Co.
Haiman, British str., 636, Passmore, Oct. 8.
Douglas Lapraik & Co.
Hanoi, French steamer, 768, Merless, Oct. 7.
A. R. Marty
Hermes, Norwegian str., 849, Kirulsen, Oct. 5.
Sander, Wieler & Co.
Holstein, German str., 985, Iplant, Oct. 3.
Jensen & Co.
Hongkong Maru, Jap. str., 6159, Filmer, Oct. 2.
Toyo Kisen Kaisha
Indrapura, British str., 3,352, Hollingsworth, Sept. 29, Allan Cameron
Jacob Diederichsen, Ger. str., 623, Schalkier, Oct. 5, Jensen & Co.
Kaitong, British str., 1,024, Pennefather, Oct. 7, Butterfield & Swire
Kate, Austrian str., 1,341, Vidossich, Oct. 7.
Order
Katsang, British str., 1,495, Selby, Oct. 6.
Jardine, Matheson & Co.
Machew, German str., 995, Wendig, Oct. 7.
Melchers & Co.
Mario Jensen, Ger. str., 1,700, Hemmet, Oct. 2, Jensen & Co.
Mongkut, German str., 859, Gotsche, Oct. 7.
Butterfield & Swire
Nanchan, British str., 1,299, Jones, Oct. 3.
Bradley & Co.
Obi, British str., 1,951, Pinkham, Oct. 6.
Mitsui Bussan Kaisha
Protector, Norw. str., 1,869, Thorstensen, Oct. 8.
East Asiatic Trading Co., Limited
Ras Rova, British str., 1,354, Lakey, Oct. 5.
P. & O. S. N. Co.
Sabine-Rickmers, British str., 600, Nasbet, Oct. 8.
Arnold, Karlberg & Co.
Sanktan, German str., 1,374, Brandstetter, Oct. 7, Melchers & Co.
Sogoria, German str., 3,796, Forek, Oct. 8.
Hamburg-Amerika Line
Sishan, British str., 852, Holten, Oct. 8.
Bradley & Co.
Tachow, German str., 862, Reher, Oct. 4.
Butterfield & Swire
Tatir, German str., 1,065, Martens, Oct. 2.
Chinese
Telemachus, Brit. str., 1,379, Williamson, Oct. 3, Chinese
Thales, British steamer, 836, Robson, Oct. 4.
Douglas Lapraik & Co.
Tingsang, British str., 1,045, Sawyer, Sept. 29.
Jardine, Matheson & Co.
Victoria, American str., 2,112, Pantan, Aug. 1.
Dodwell & Co., Limited
Yodo Maru, Jap. str., 1,069, Nakagawa, Oct. 5.
Chinese
Zwenna, British str., 1,115, Nesbitt, Oct. 8, Chinese

SAILING VESSELS.

Albany, British ship, 1,438, Brownell, Sept. 26, Order.
Celeste Burrell, British ship, 1,761, Jeffry, May 23, Order.
Geo. Valentine, French bk., 766, Harbert, Aug. 23, Order.
Helen A. Wyman, Amr. ship, 1,664, Vanhon, Sept. 10, Arnschold, Karberg & Co.
Kentmore, British ship, 2,347, Bandy, Sept. 19, Standard Oil & Co.
Lannberg, Brit. bark, 1,215, McDougall, Aug. 14, Master.
Linch, British bark, 640, Andersen, Oct. 2, Master.
Manuel Llaguna, Amr. ship, 1,850, Nichols, June 30, Standard Oil Co.
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.
State of Maine, Amr. ship, 1,467, Colcord, Sept. 8, Standard Oil Co.
W. H. Conner, Amr. ship, 1,523, Colcord, Sept. 26, Standard Oil Co.

ON SALE.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN,"

Being a Lecture by CAPTAIN PERCY SCOTT, R.N. C.B.

CAPTAIN A. H.

